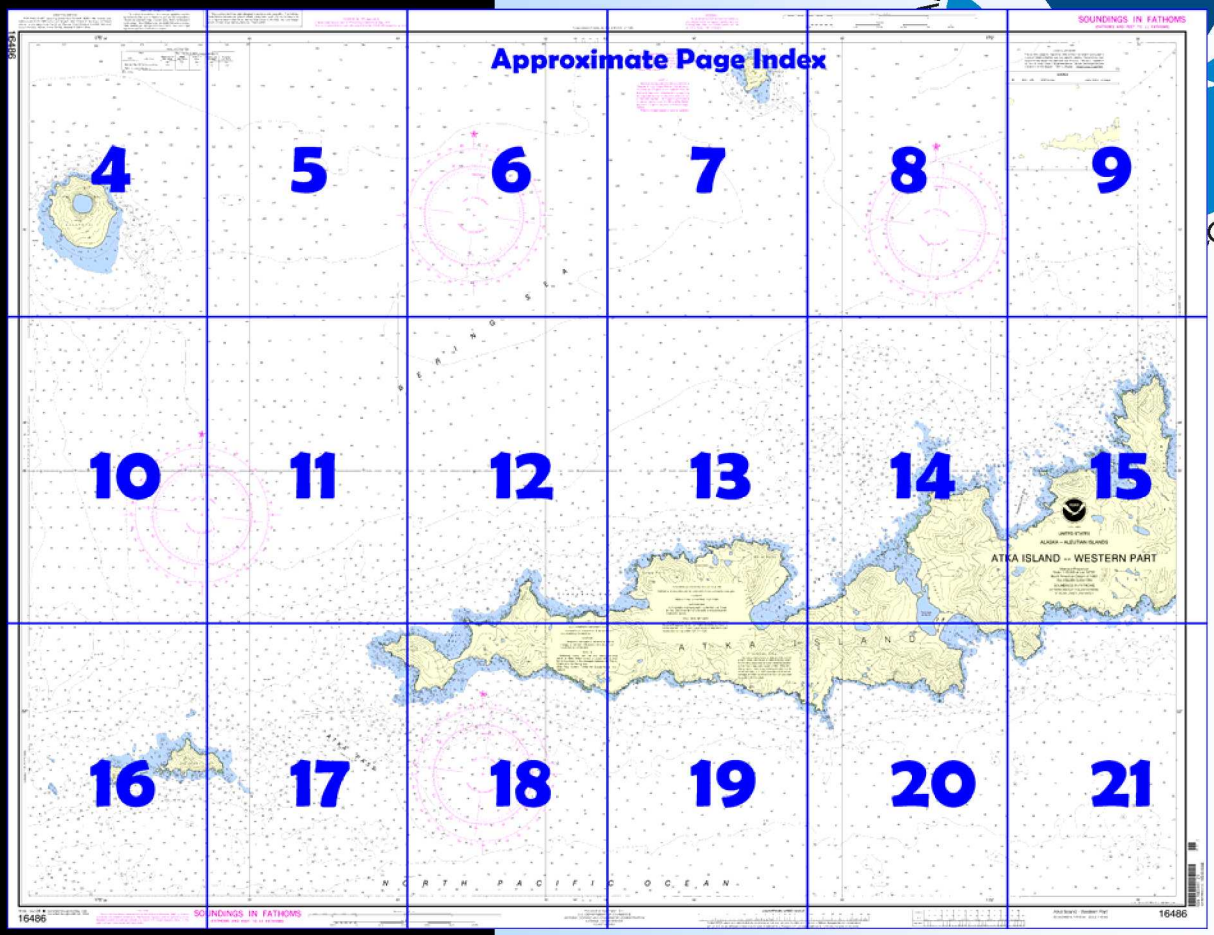
BookletChart™

Atka Island - Western Part

(NOAA Chart 16486)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



NOAA NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION ... COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

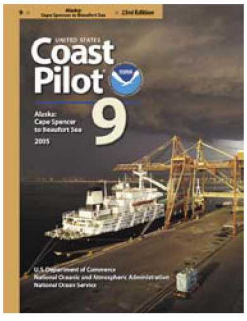
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 7 excerpts]

(828) Between Kovurof and Bechevin Points is a bight 1 mile in depth. Two small inner bays open into this bight, Kovurof Bay and Podsopochni Bay. They are separated by a peak 1,225 feet high, which stands alone. The summit is a sloping ridge as seen from offshore; a sharp peak as seen from the E and W.

(829) **Kovurof Bay** is suitable as a small-boat refuge. There are numerous islands and rocky islets at its entrance. The passage W of these islands into the head of the bay is free of all dangers, except close alongshore. Anchorage for small craft is available in 4 to 10 fathoms, sand bottom.

(830) **Podsopochni Bay**, between Bechevin Point and **Podsopochni Point**, has a general depth greater than 10 fathoms and may be used as an emergency anchorage for small- and medium-sized craft in any but N weather. The bay is free of dangers to within 0.3 mile of the shore. Enter the bay midway between the small, grass-covered island, 40 feet high, off Podsopochni Point, and the kelp-marked 6-fathom shoal 0.7 mile NE of Bechevin Point.

(832) N of the W part of Bechevin Point at a distance of 0.7 mile is a rocky 14-foot islet that is the most conspicuous and dangerous menace to navigation in this locality. Matted kelp and submerged reefs make out from the point and surround this rocky islet for some distance. Passage between the islet and the point should not be attempted, except by small craft; a low, flat reef which uncovers 2 feet is 400 yards off the point.

(833) The deep bight between Bechevin Point and White Point contains two small inside bays. The bay to the E, **Portage Lagoon**, is marked by numerous bare, black, rocky islets at its entrance, and by a high, steep-sloped peak directly W of the entrance. This lagoon which extends from Bechevin Bay across Atka Island almost to the Pacific side of the island, when seen from the NW, appears as a low pass through Atka Island. Small boats can enter Portage Lagoon as heavy seas do not enter this lagoon because of the string of reefs and islets across the entrance that act as a breakwater. Passages between these reefs are narrow and dangerous, especially in heavy weather, and should not be attempted by strangers. One passage is between the southwesternmost reef and the W shoreline. Several kelp-covered reefs are in this passage. A second passage is E of the grass-topped islets and about midway in the line of reefs. This passage is about 50 yards wide and has covered rocks on both sides.

(835) Bechevin Bay is about 4 miles long and 1 mile wide. It is fairly open and exposed. Strong, gusty winds drawing through the mountain passes are common. Large ships anchoring in the outer bay will find less wind in the lee of the prominent 1,510-foot hill just SW of Portage Lagoon. The survey ship frequently anchored 0.5 mile off the shore under this hill in 20 fathoms, with the N tangent of the hill bearing 090° and the low, grassy headland on the N side of the entrance to the inner bay bearing 250°. The bottom is even and consists of coarse, dark sand with broken shell.

(836) The inner bay offers good anchorage to shallow-draft craft. The N side is shoal and has a boulder bottom; it should be avoided. A broad, sandy beach stretches across the head of this bay. Anchorage in 3 to 5 fathoms with sandy bottom is found off this beach, which is a good landing place for small boats.

(837) Medium-draft vessels will find anchorage in 11 fathoms at the entrance to the inner bay midway between the S shore and the low, grassy headland on the N side. This grassy headland and the whitish, gray cape beyond should be on range. The bottom is sand and is fair holding ground.

(839) **Crescent Bay**, SW from Stripe Point, is a bight in the shoreline of 1 mile depth. The head of this bight shows a low pass across the island. The shores are rocky except at the W end of the head of the bight which is sand and gravel. Two inner bays are suitable for small craft. One, at the E end of the head of the bay, is 0.5 mile long and 0.2 mile wide with anchorage in 3 fathoms and is open to the W. The other is a small lagoon, at the middle of the head of the bay, suitable only for the smallest launches.

(841) **Kigun Bay** Depths of 10 to 15 fathoms are in the outer part of the bay, decreasing to about 3 fathoms within 0.2 mile of the shore. The head of the bay is light-colored sand which is evident from seaward. In the E half of the bight, a low point of scattered, rocky islets makes out from the shore; the point is surrounded by kelp. Foul ground is near the shore around most of the bay.

ocal magnetic disturbance

(845) Differences of as much as 10° from the normal variation have been observed on Koniuji Island and as much as 7° at a distance of 2 miles in all directions around the island.

(848) The N half of Kasatochi Island is a Steller sea lion rookery site. There is a 3-mile vessel exclusionary buffer zone around the rookery which encompasses the whole island. (See **50 CFR 223.202**, chapter 2, for limits and regulations.)

Table of Selected Chart Notes

Corrected through NM May 1/04
Corrected through LNM Apr. 13/04

HEIGHTS

Heights in feet above Mean High Water.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 10° from the normal variation have been observed on Koniuji Island and as much as 7° at distance of 2 miles in all directions around the Island.

Mercator Projection
Scale 1:40,000 at Lat. 52°05'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

For Symbols and Abbreviations see Chart No. 1

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 4.689" southward and 8.713" westward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE B

Extremely heavy tide rips and strong currents which at times make control of vessel difficult may be encountered in the passages between the Pacific Ocean and the Bering Sea.
(See Tidal Current Tables for Supplemental information).

AUTHORITIES

Hydrography and topography by the National Ocean Service and Coast Survey with additional data from the Geological Survey.

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

COLREGS, 82.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

Place Name (Lat/Long)	Height referred to datum of soundings (MLLW)				
	Mean Higher High Water	Mean High Water	Mean Tide Level	Mean Lower Low Water	Extreme Low Water
	feet	feet	feet	feet	feet
Bechevin Bay (52°02'N/175°07'W)	3.5	*	1.7	0.0	−3.0
*Note: Tide is chiefly diurnal					

(Feb 2004)

16486

UPDATING SERVICE

FOR THIS CHART, a listing of NOTICE TO MARINERS (NM) corrections subsequent to the NM corrected through date shown in the lower left hand corner, is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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175° 30'

25'

10'

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*Note: Tide is chiefly diurna

(Feb 2004)

KASATOCHI I

Kelp

Eddies

Joins page 10

Printed at reduced scale.

SCALE 1:40,000

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

North

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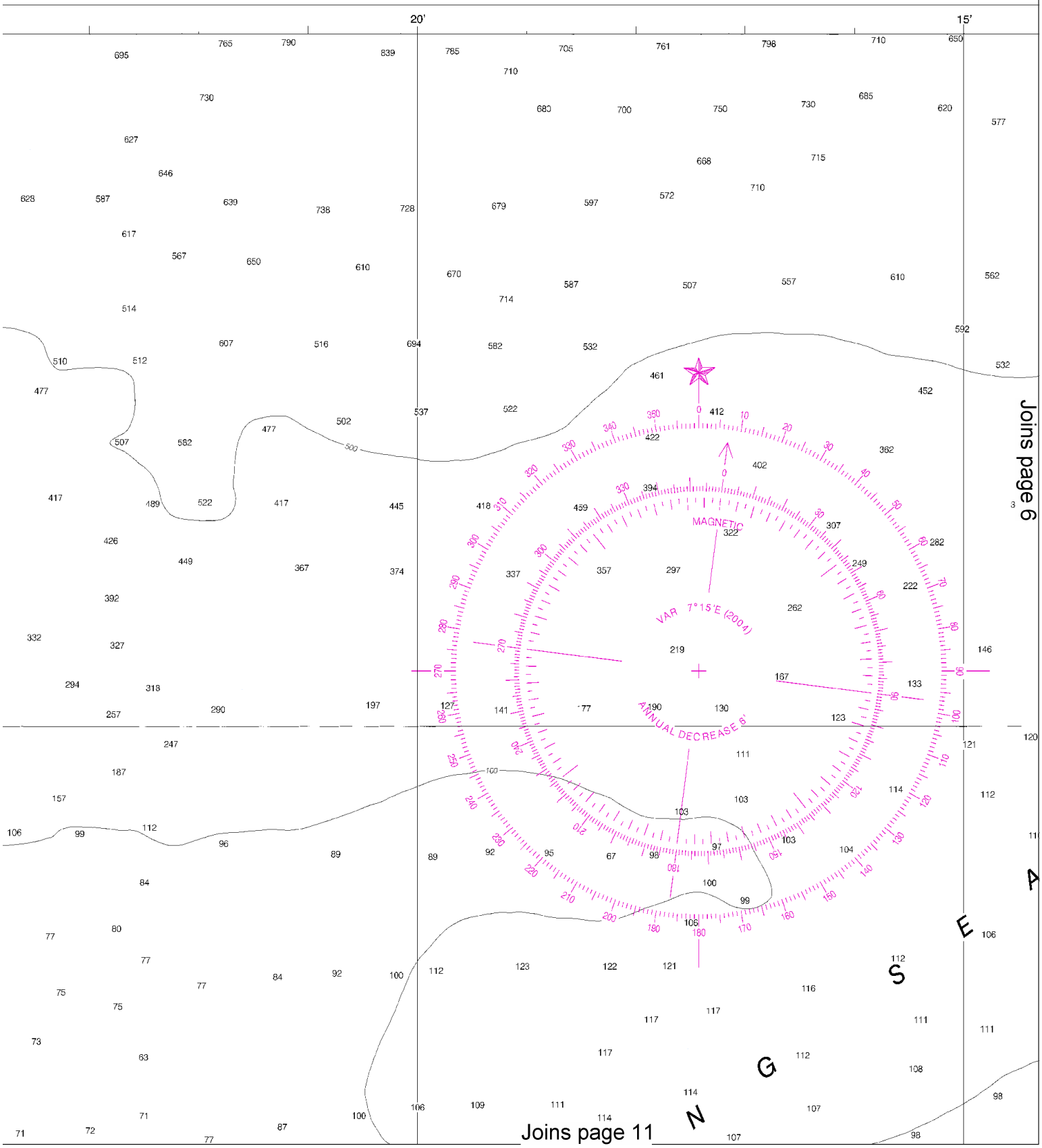
COLREGS, 82.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

COLREGS, 82.1705 (see note A)
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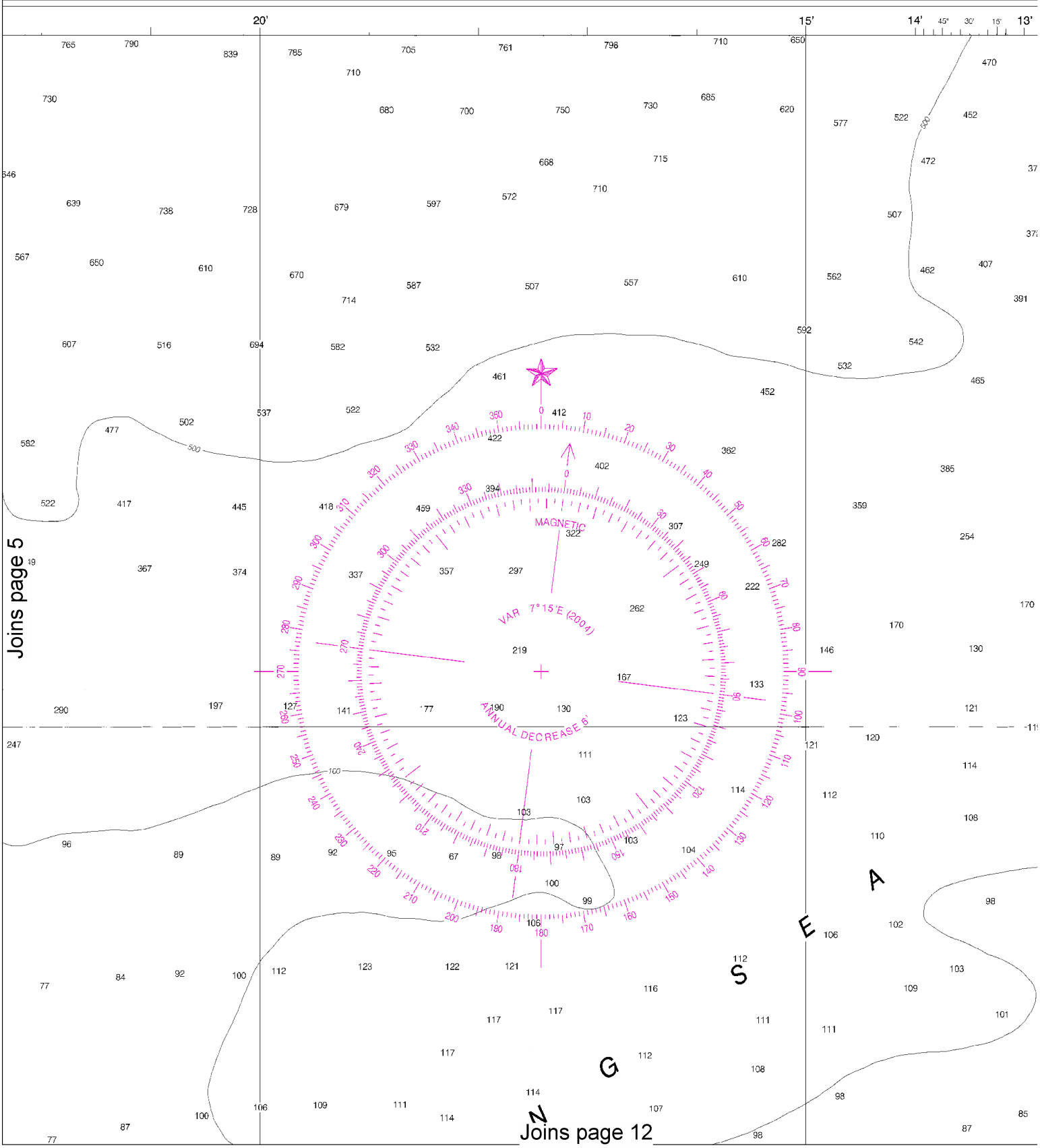
Formerly C&GS 9137, 1st Ed., Dec. 194



North

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

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WARNING

The prudent mariner will not rely solely on any sing e aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Nautical Mi
1 ½ 0 1
Yards
1000 0 1000 2000

10' 05'

KONIUJI I

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 10° from the normal variation have been observed on Koniuji Island and as much as 7° at distance of 2 miles in all directions around the Island.

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Refer to charted regulation section numbers.

Kelp

Sh

rky

Joins page 8

Joins page 13

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.

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Nautical Miles
1 ½ 0 1 2

Yards
1000 0 1000 2000 3000 4000

10' 05'

MAGNETIC DISTURBANCE
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KONIUJI I

Kelp

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Joins page 7

Joins page 14

North

Printed at reduced scale. ~~SCALE 1:40,000~~

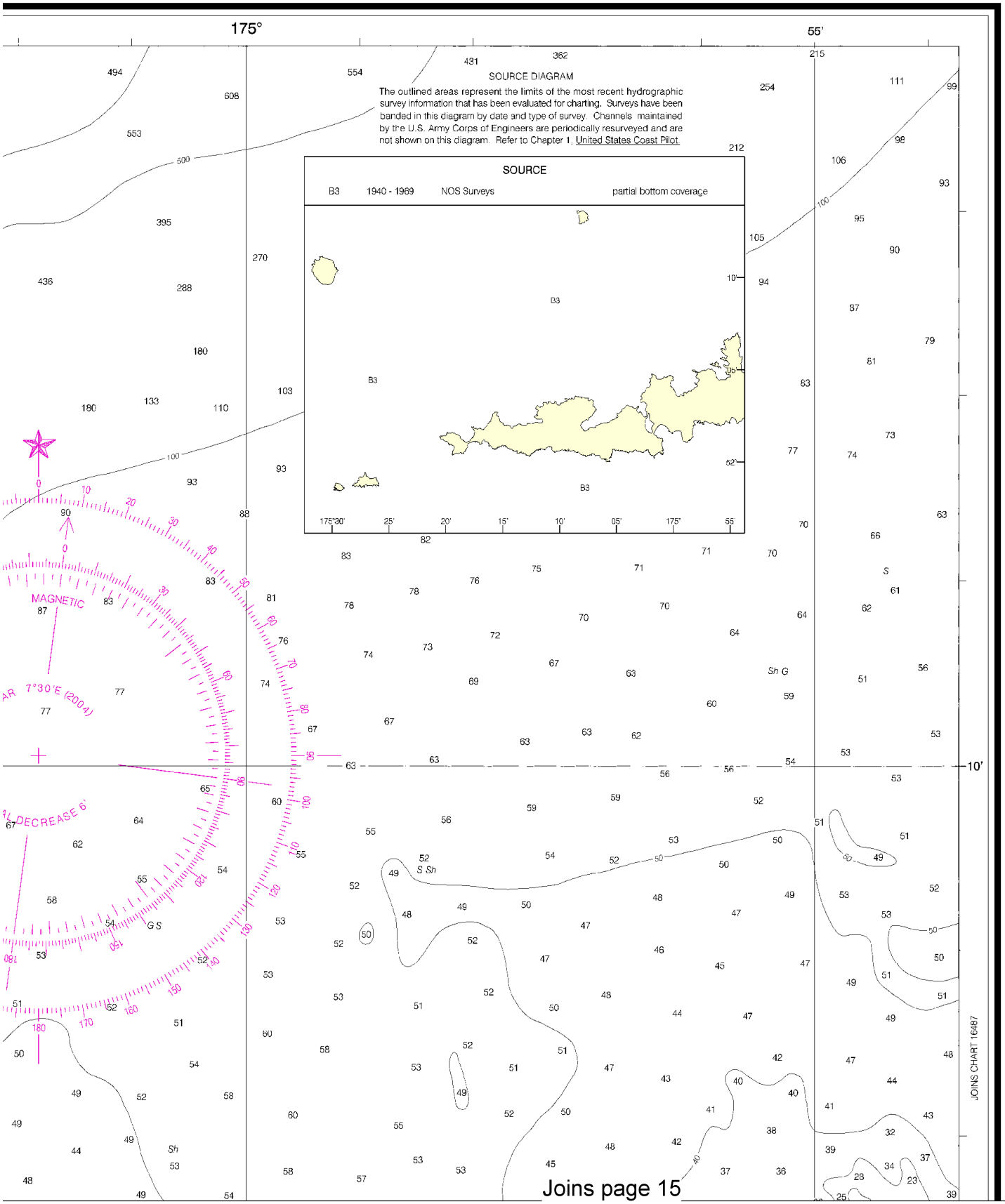
Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



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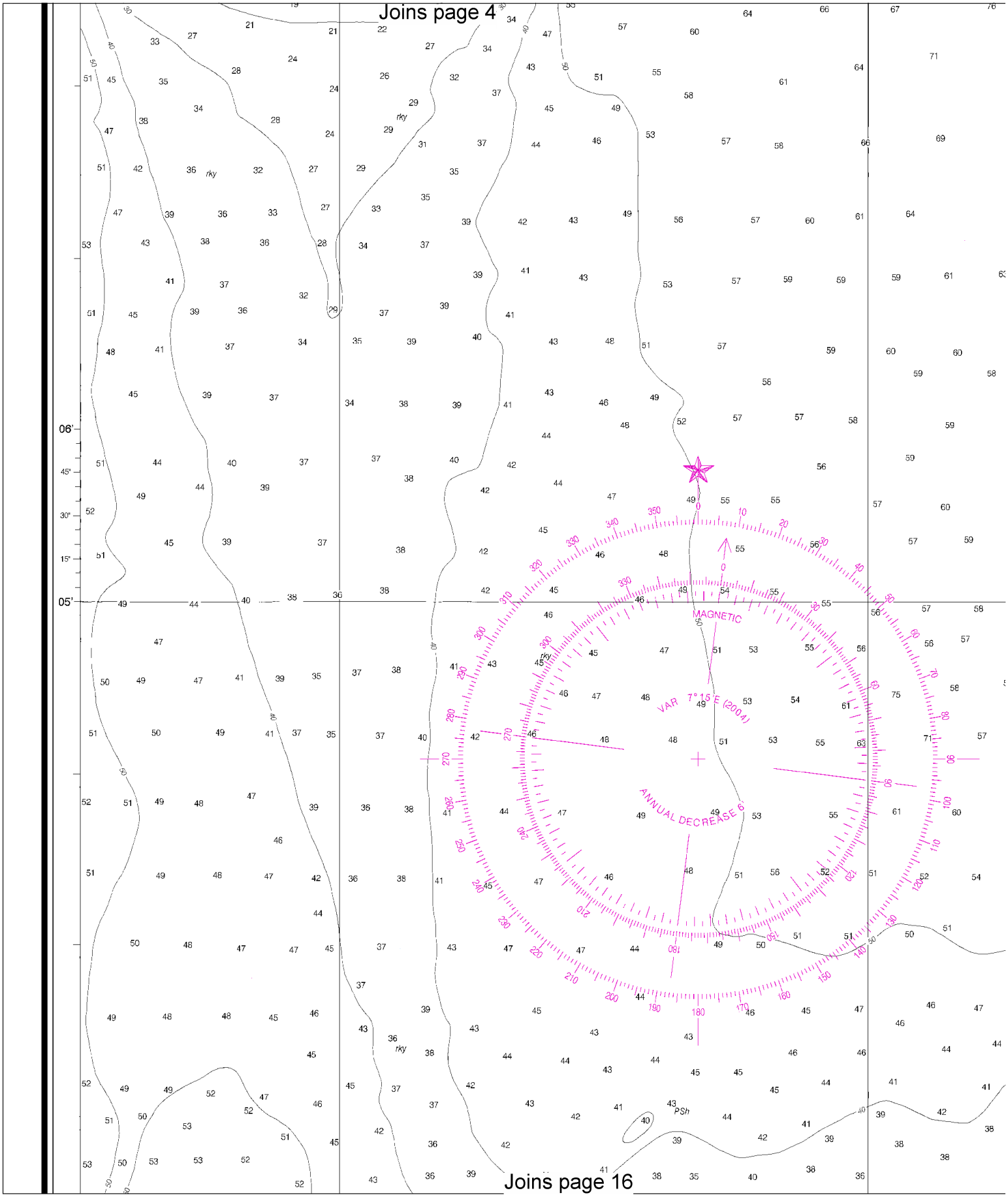

Joins page 16

10

North

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~~SCALE 1:40,000~~

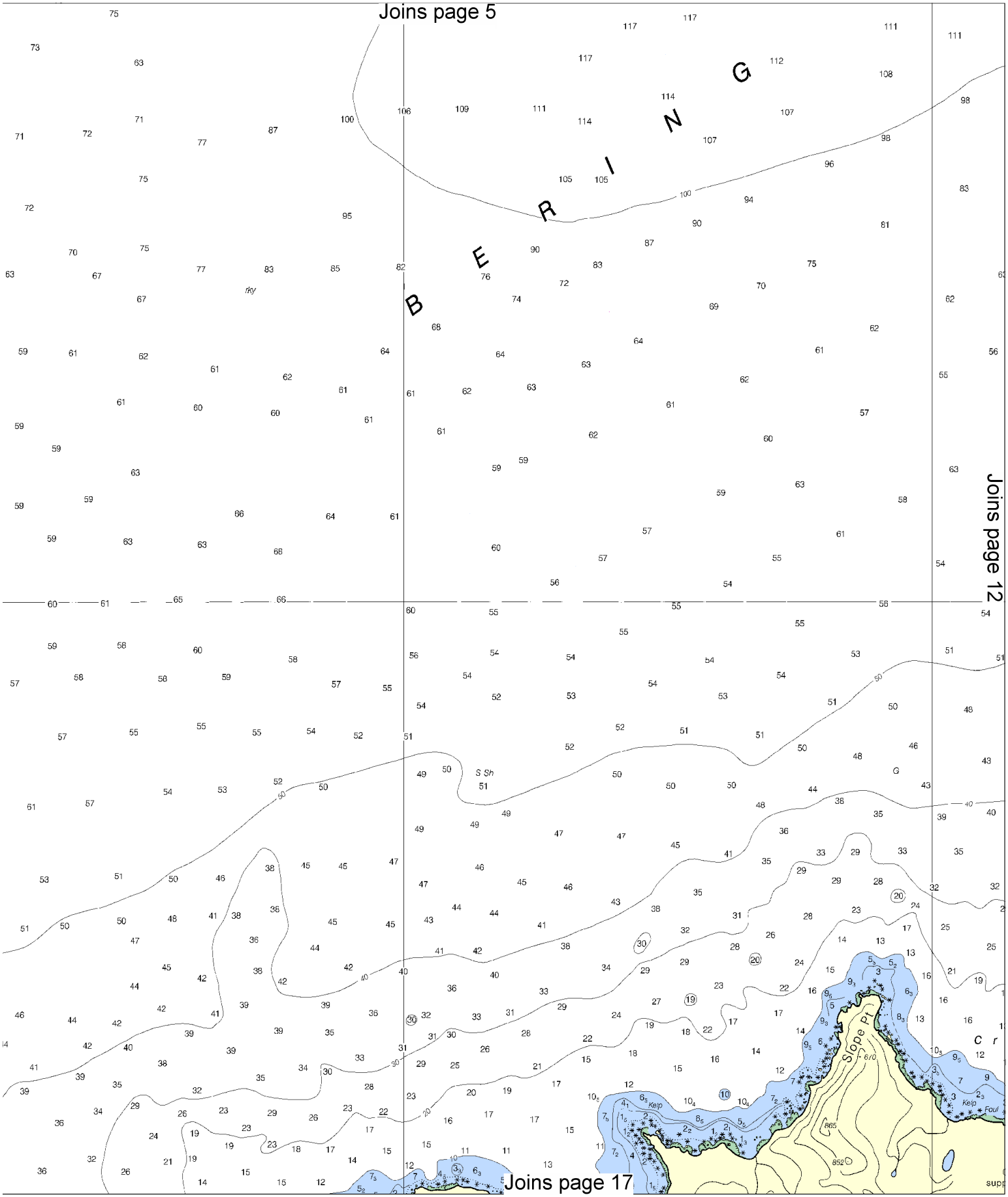
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.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Kelp
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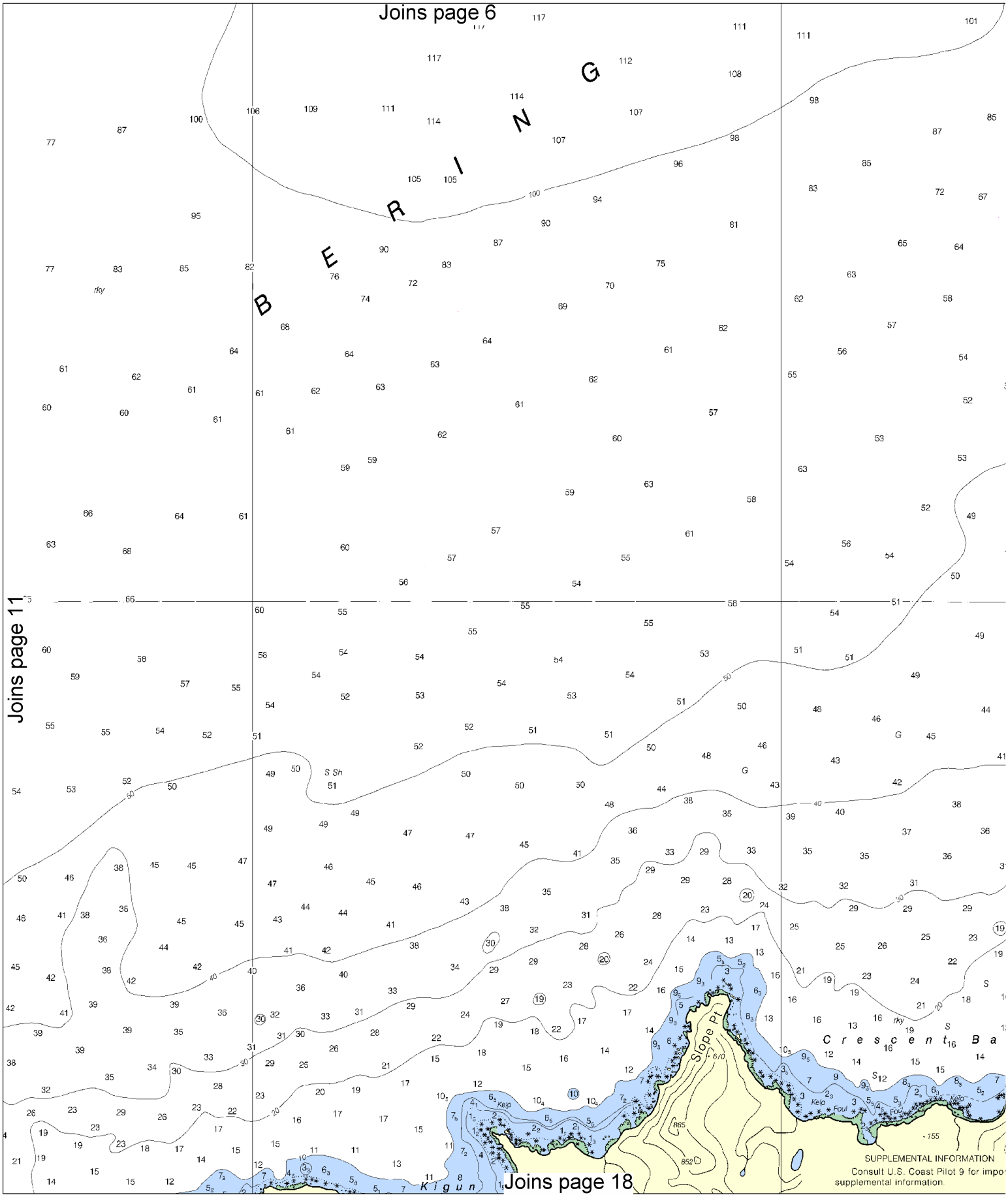
Joins page 17



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Yards: 1000 0 1000 2000 3000 4000 5000

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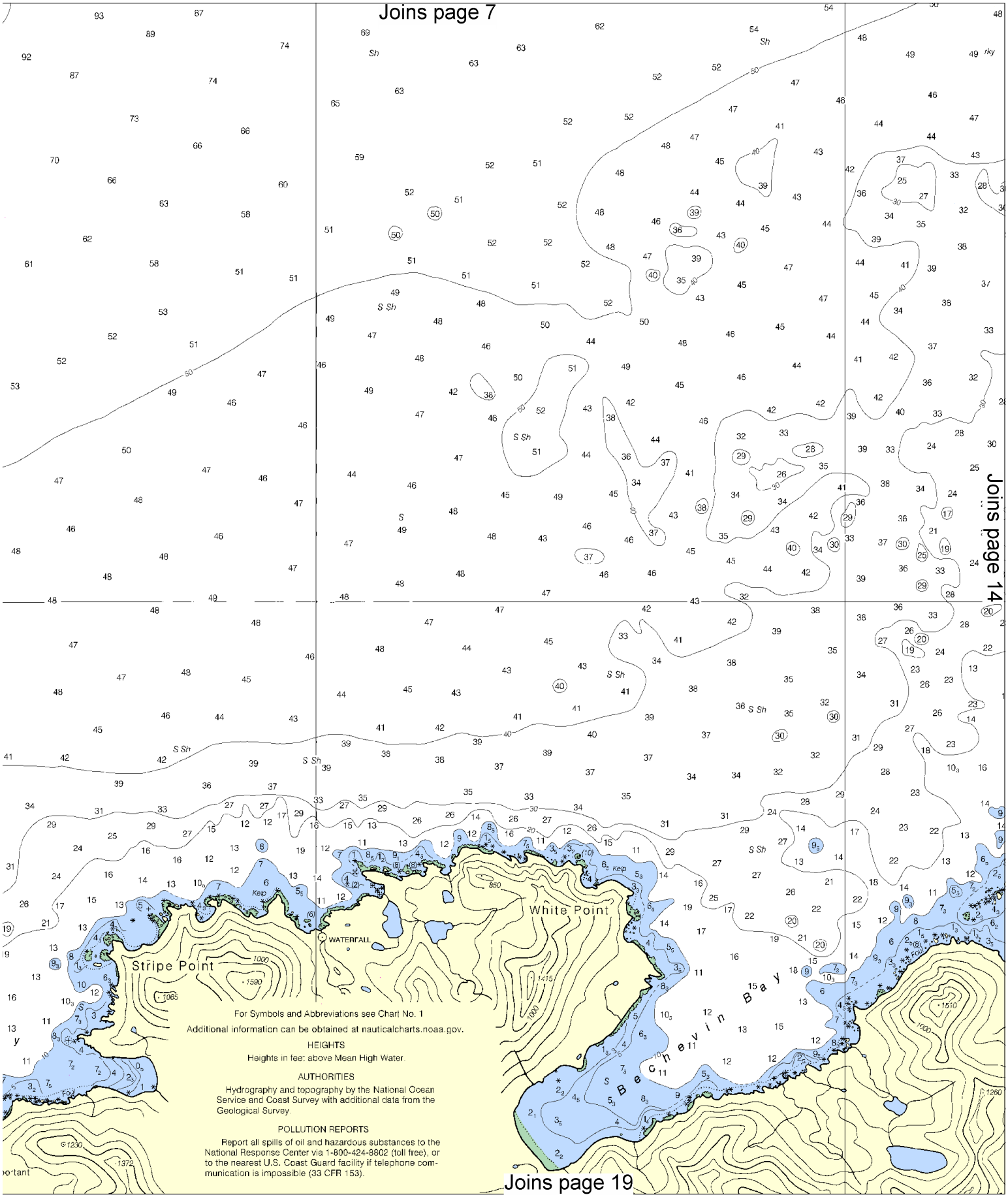
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Joins page 14
Joins page 19
Stripe Point
WATERFALL
White Point
Kelp
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Sh
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For Symbols and Abbreviations see Chart No. 1
Additional information can be obtained at nauticalcharts.noaa.gov.
HEIGHTS
Heights in fee: above Mean High Water.
AUTHORITIES
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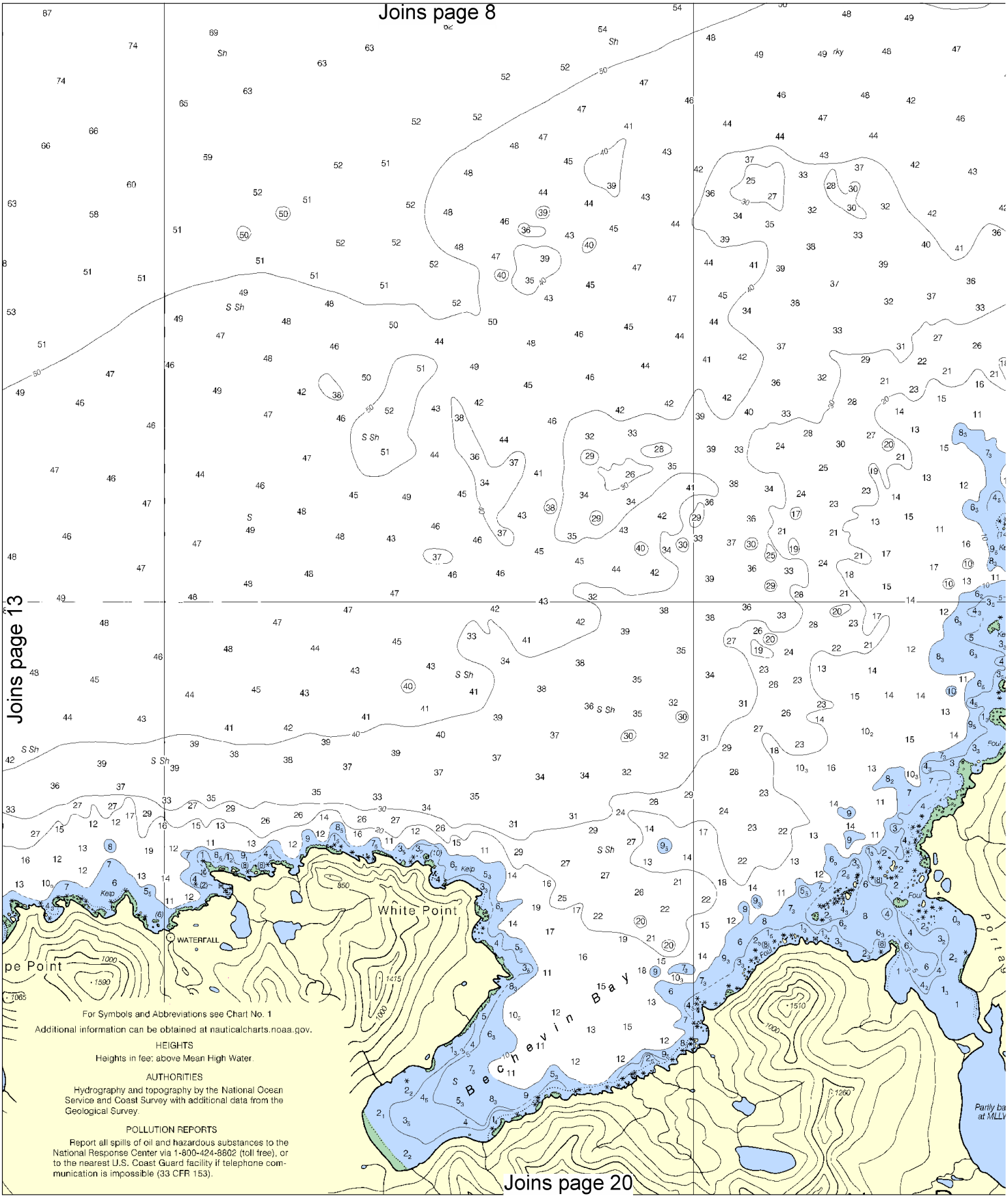
Joins page 8

Joins page 13



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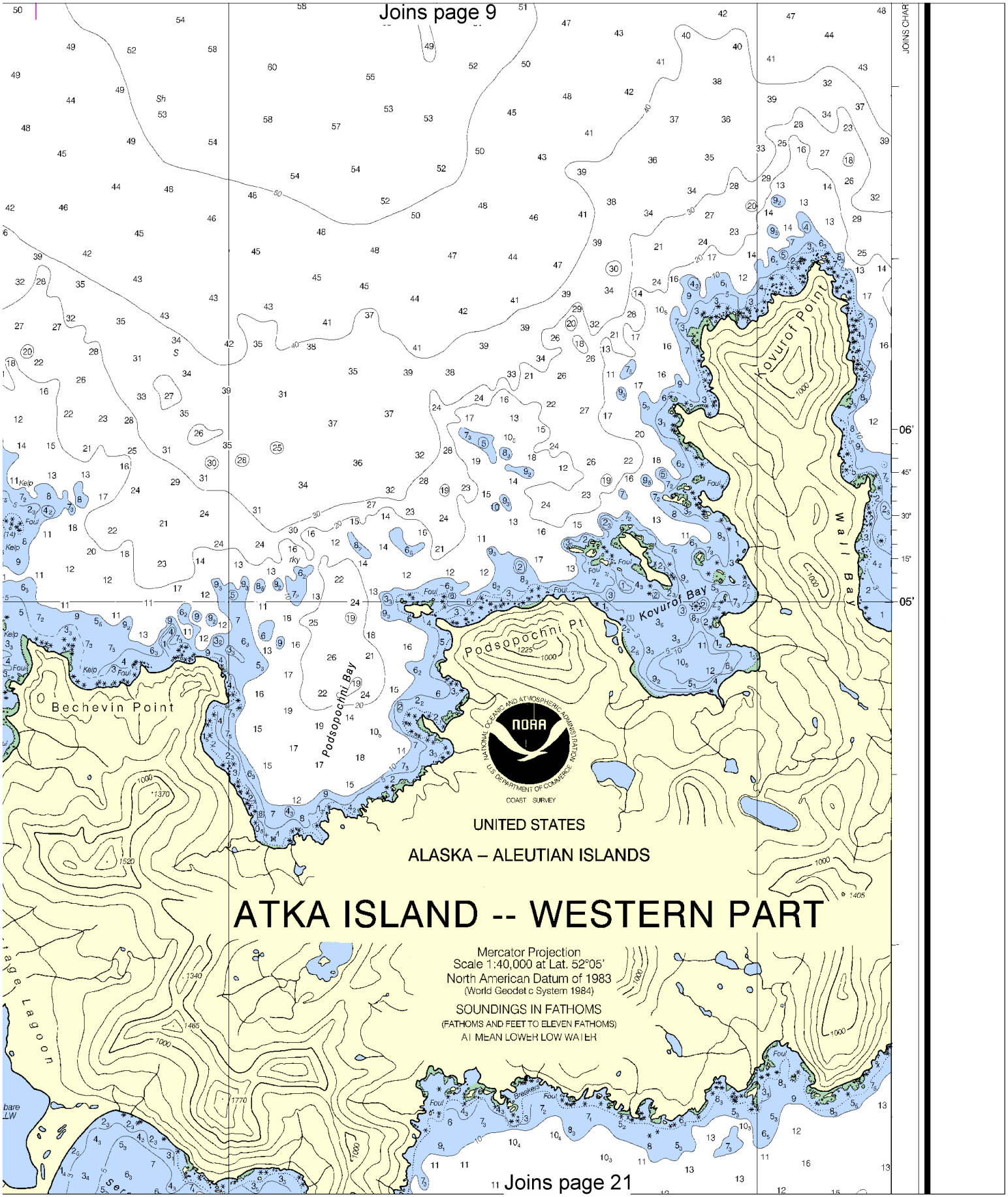
Joins page 20

North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 9
Kovurof Point
Wall Bay
Kovurof Bay
Podsopochni Pt
Podsopochni Bay
Bechevin Point
Lagoon
NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY
UNITED STATES
ALASKA – ALEUTIAN ISLANDS
ATKA ISLAND -- WESTERN PART
Mercator Projection
Scale 1:40,000 at Lat. 52°05'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER
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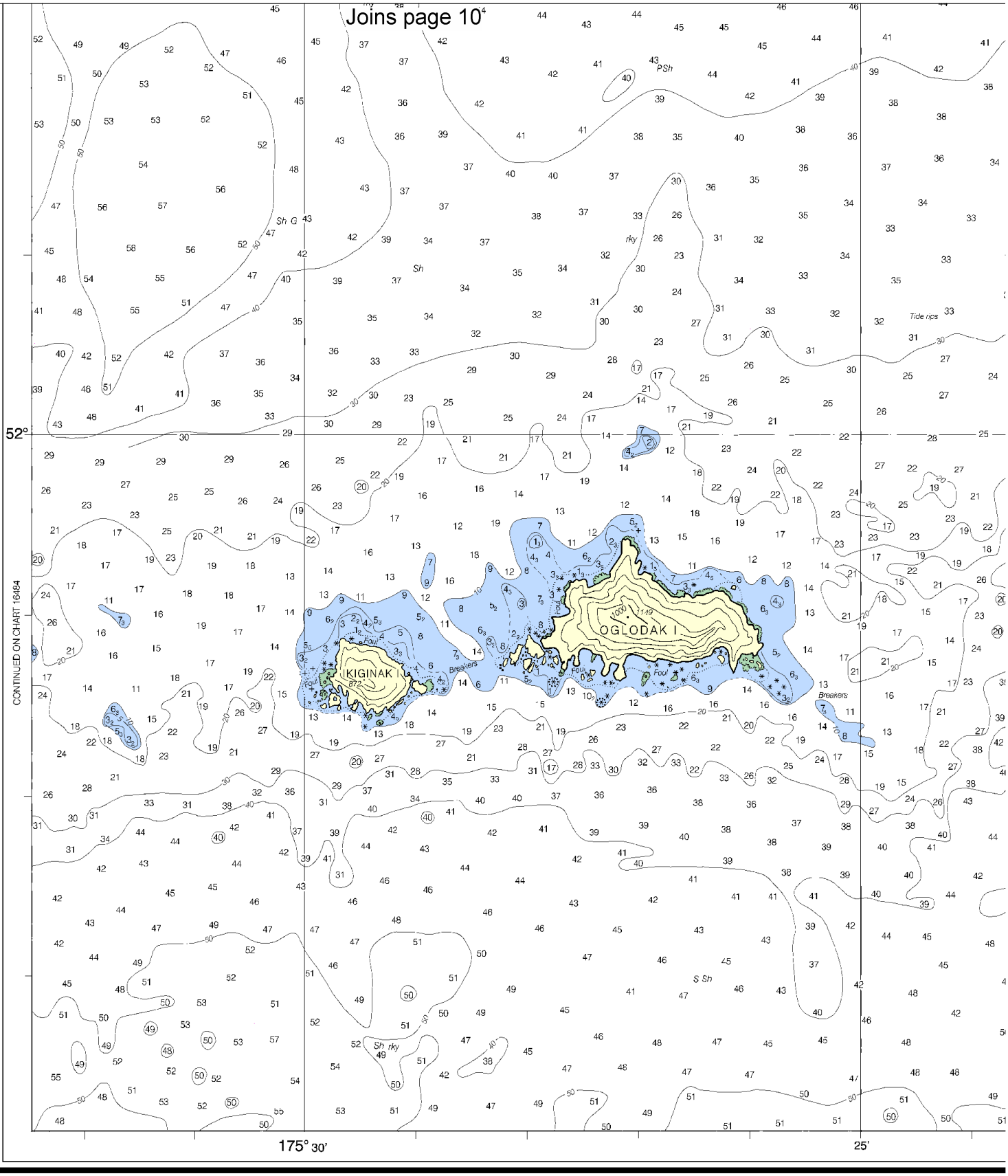

7th Ed., May/ 04 ■ Corrected through NM May 1/04
Corrected through LNM Apr. 13/04

16486

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SOUNDINGS IN FATHC

(FATHOMS AND FEET TO 11 FATHOMS)

16

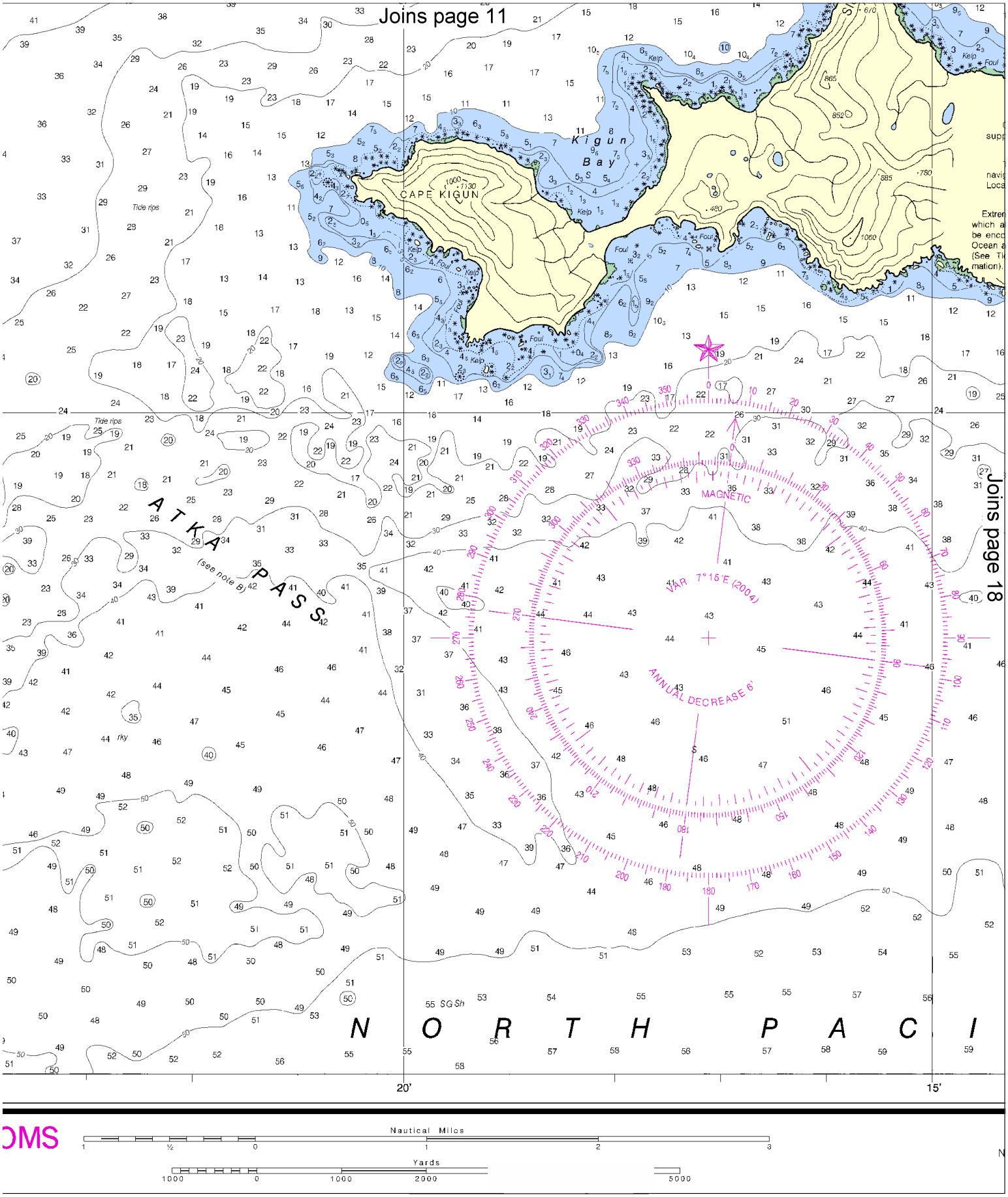
North

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 11
Kigun Bay
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Tide rips
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(see note B)
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Nautical Miles
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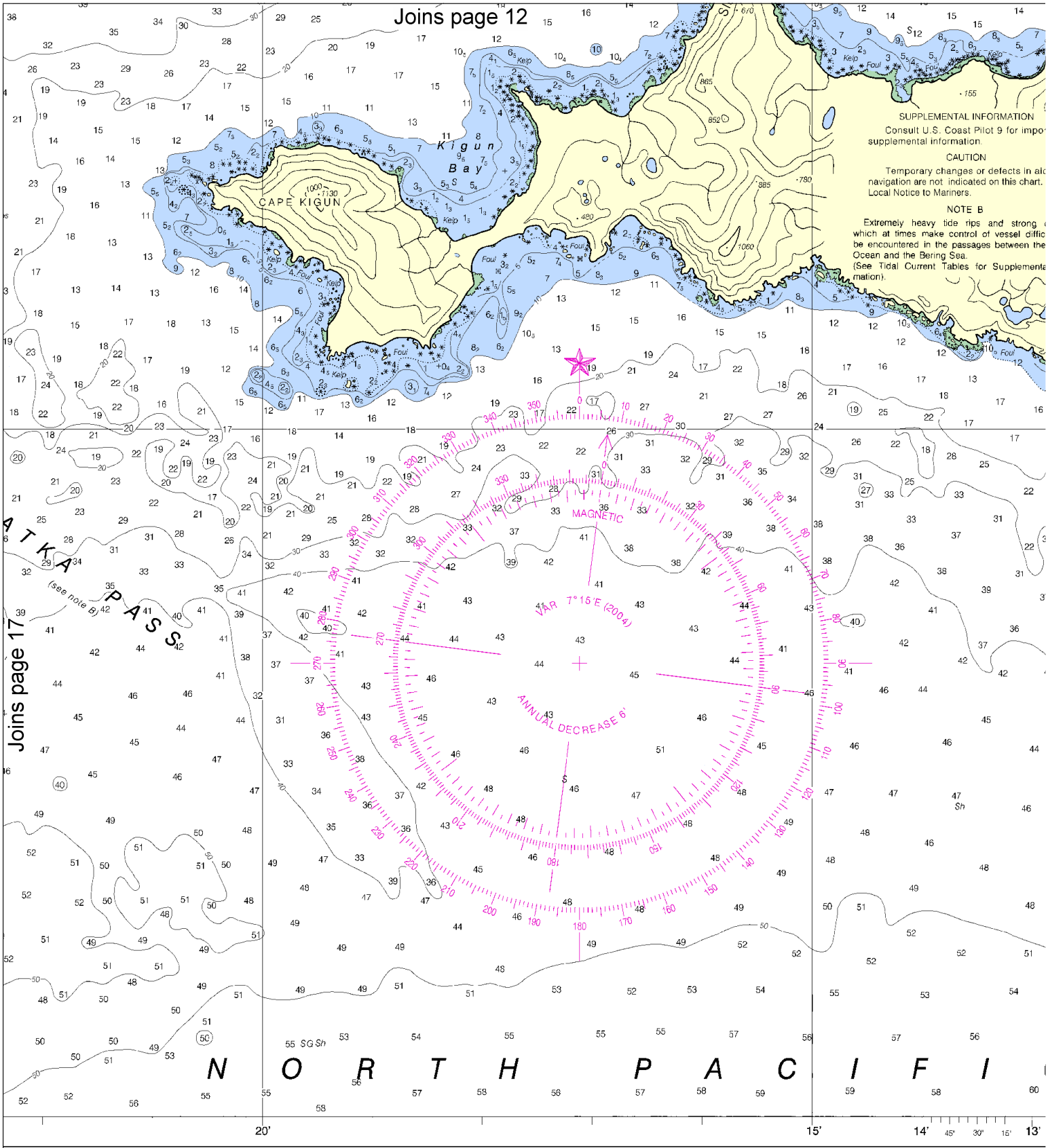

Nautical Miles

Yards

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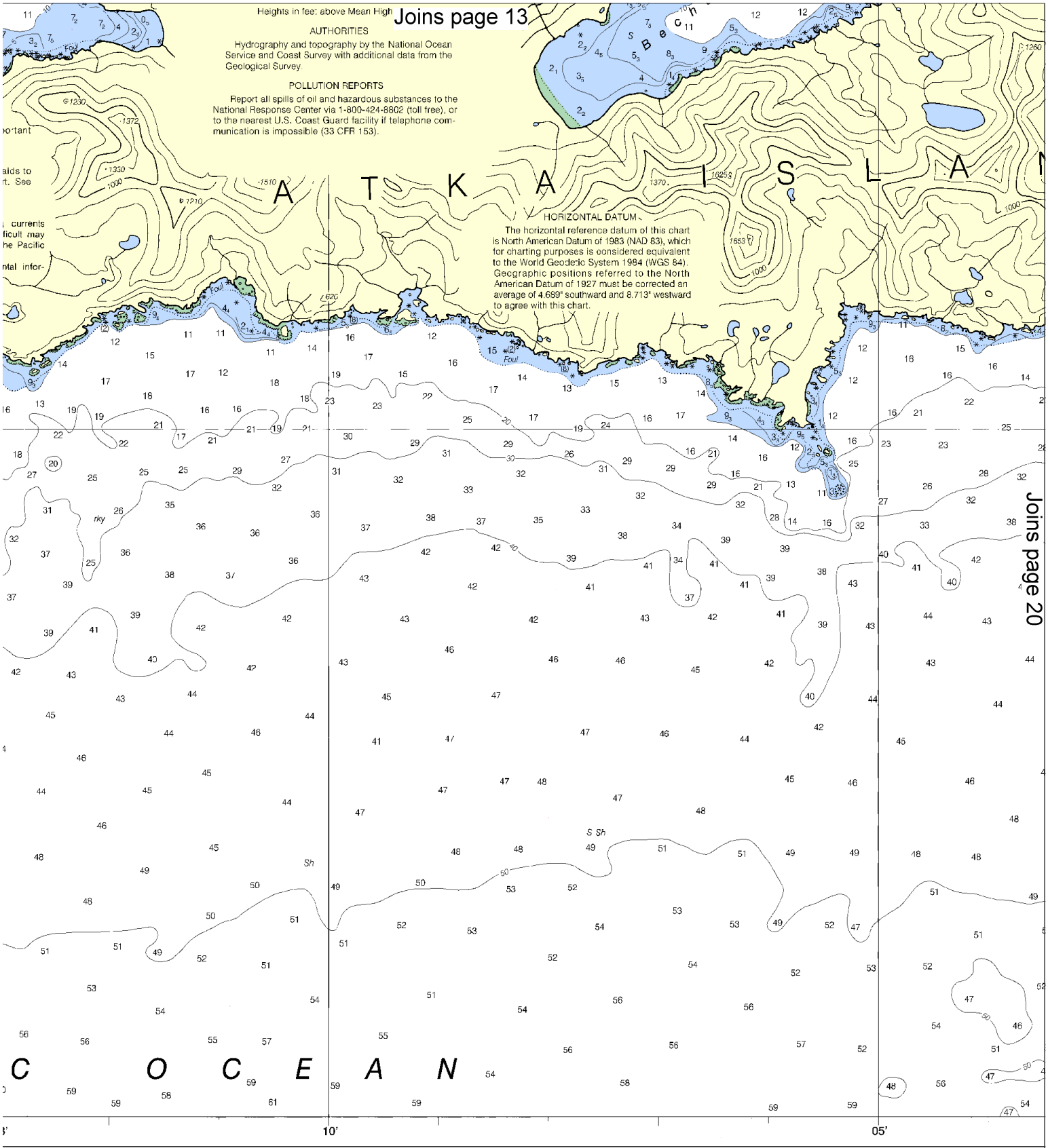
Nautical Miles

Yards



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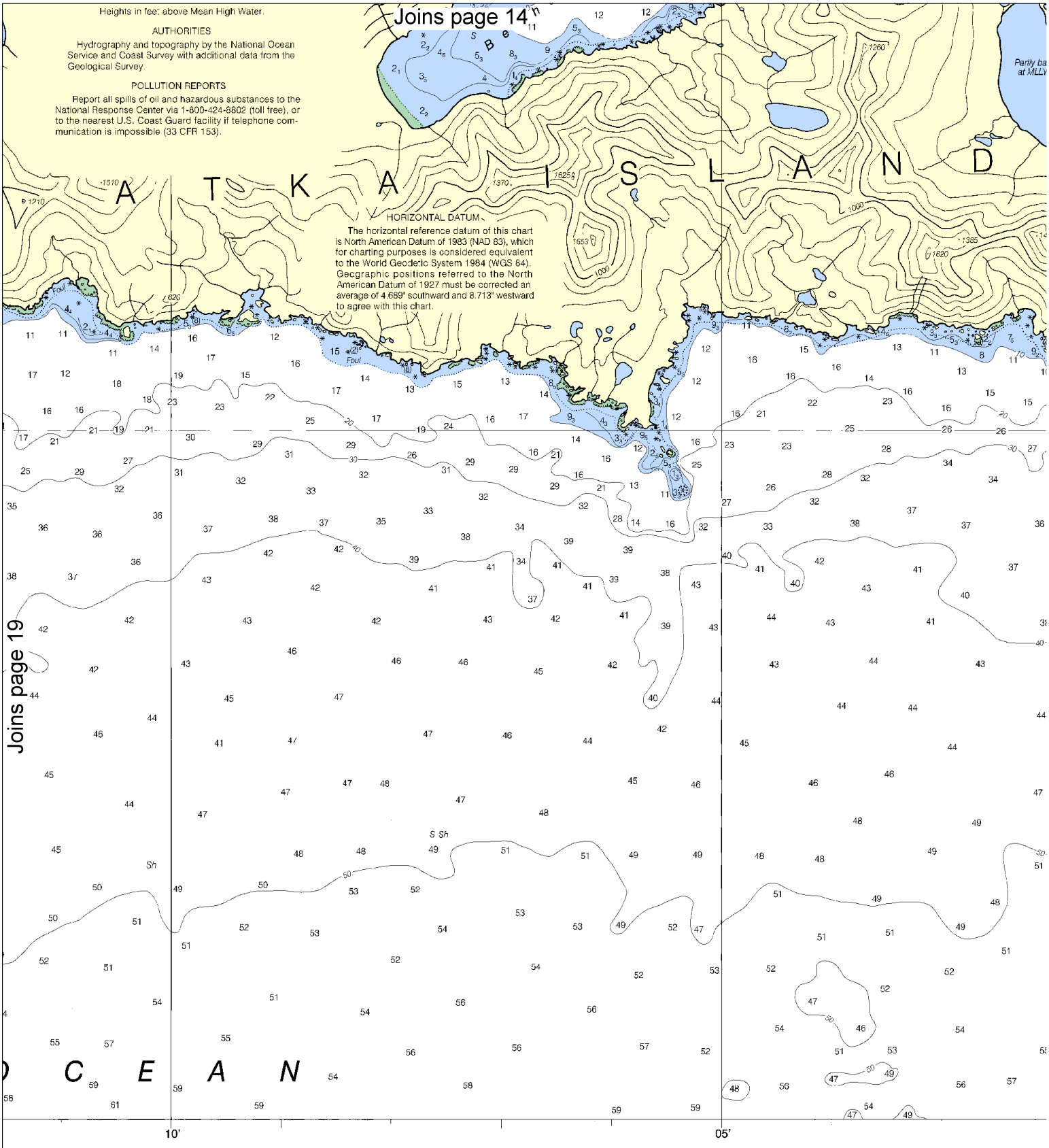
OF COMMERCE
OSPHERIC ADMINISTRATION
AN SERVICE
URVEY

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point ne other on minutes run. Without changing divider spread, place
right point on 60 and left point will : with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



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Nautical Miles

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Yards

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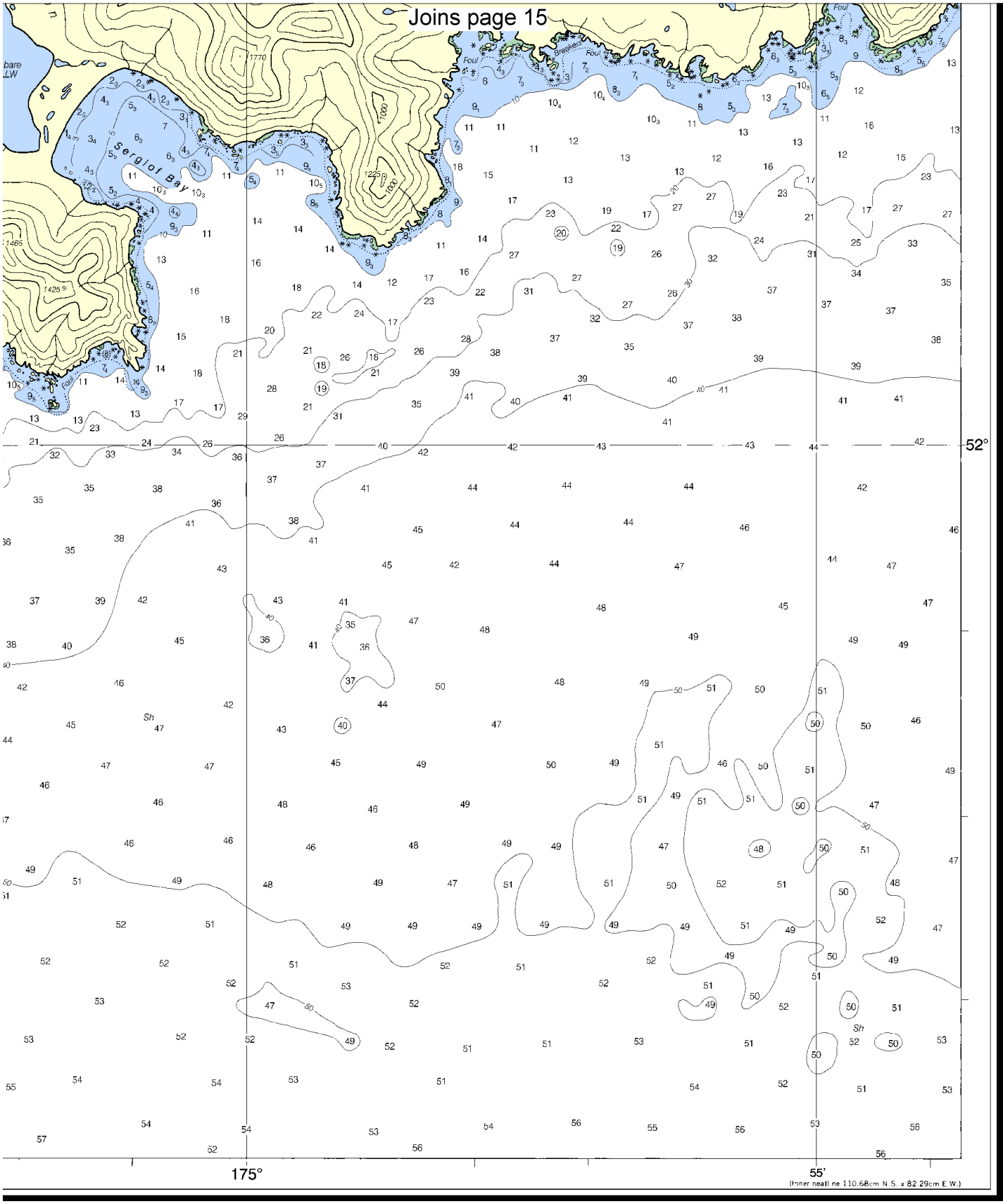

(Inner neatline 110.68cm N.S. x 82.29cm E.W.)

Atka Island - Western Part

SOUNDINGS IN FATHOMS - SCALE 1:40,000

16486

ED. NO. 7

NSN 7642014011314

NGA REFERENCE NO. 16BHA16486

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700
Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.